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MARION BUTLER, President
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NOTE.

On more than one occasion extracts have been made from editorials in THE CAUCASIAN and sent over the country by the Associated Press as coming from Senator Butler, when the editorials were written by the managing editor from a local standpoint. To prevent a recurrence of impressions thus conveyed, the editorials written hereafter by Senator Butler will be signed "M. B."

MORE ABOUT THE 99 YEAR LEASE.

It looks as though the Southern Railway has won the fight. Men who bolted the people in the Senate fight, bolt the people in a fight between the people and big corporations, and this is why the Southern Railway has the fight won up to date.

The bill which was originally introduced in the legislature concerning this lease question was one which would have annulled the 99 year lease, if it could have been passed. This bill was referred to a committee. The committee heard many arguments, pro and con, from all sorts of people, but especially from high salaried railroad attorneys, and from some other attorneys who did not appear for the railroads, but who thought they could see a great deal of litigation in which there would be some big "fees", and also thought they saw a good chance to get at some of these aforesaid fees.

Well, these lawyers and others managed to get some features of the original bill changed, and the final outcome was that the committee did not report the original bill back to the legislature, but brought in a "substitute." This "substitute" passed the House two weeks ago. It effected nothing—it meant nothing but the certainty of a big suit in the courts; and this suit was what the lawyers were working to get up. And this was the status of the matter up to last Friday.

On Friday the bill as passed by the House came up in the Senate as a special order. The lawyers thought they had their thing fixed up all right. There was nothing in a suit, however, for the railroad, and not much, if anything, for railroad lawyers, for they are usually paid regular salaries. A suit meant for them more work for about the same pay they always get. Thus it can be seen, they were not especially anxious for any suit. Besides being troublesome, it might go against them if it could ever be brought to an end.

So the railroad corporation began talking about a compromise, and sent men to and fro who said that something must be done to settle this matter; and after they had so talked for awhile, they had a bill drawn up making the time for the lease thirty years instead of ninety years. This was the only change of any consequence. There was no offer to pay any more for the lease, although there is a standing bid of \$400,000 per year for the N. C. Road, while the price agreed on by the lease as it now stands is \$250,000.

When the bill which passed the House was taken up in the Senate, the new substitute making the time thirty years was offered, and it passed. And this is what the railroad corporation and its friends called a COMPROMISE! They wouldn't take the road for 99 years, they admitted that was too long a time, after they thought about it awhile. They would take the road for just thirty years, that's all, but they would not pay but \$250,000 a year to the State, although another corporation was offering \$400,000 a year for the same property. And this is a COMPROMISE!

And the State Senate seemed to think it was a COMPROMISE! The very essence of this fight is that the State wants to get as near the full worth of the rental of this property as possible, while the Southern Railway corporation wants the use of the property for the small rent it can make or induce the State to accept. There's nothing else in the fight. And yet the Southern can so hypnotize the State Senate, or enough of it, to make it think it is getting a compromise by accepting the very terms on which the fight was made; and these terms were proposed by whom? Not by the people! Not by the legislature! BUT BY THE SOUTHERN RAILROAD! Umph! It is quite astonishing, isn't it, to see the Southern so willing to compromise, when the compromise includes the terms which it voluntarily proposes.

This thirty year lease bill as passed by the Senate is now in the House. An effort is being made to pass it through that body on the plea that the question will be finally settled.

taken out of politics—A. C. & S. But nobody need be deceived by any such plea. This lease matter is a question in the people's mind now, and it will not be settled until it is settled right.

"Tender handed stroke a nettle. And it stings you for your pain. Grasp it like a man of mettle. Soft as silk it then remains."

And so with railroad monopolies and corporations. If you are going to deal with them at all, you want to get about it in earnest. Look at a mess we are in by trying to be gentle and conservative with a corporation. There is as much sense in it as trying to be gentle and conservative with a grizzly bear when you've got to tackle him.

Every one of your neighbors who approve of the stand taken in the late Senatorial fight should be a subscriber to THE CAUCASIAN. If you have a neighbor who does not take it, show him a copy, get him to give you his subscription and forward it to us.

WON AGAIN BY JUST ONE VOTE.

Last week we set forth the fact that railroad corporations always seemed to be able to control the present legislature by just ONE VOTE. We stated that the bills to reduce railroad rates and telegraph rates had been defeated in both branches of the legislature by just one vote. The rule appears to hold good, for in the fight on the railroad lease, the railroad corporation managed to defeat an amendment in the Senate, increasing the rental price by just ONE VOTE.

When the bill which is called the "bill to annul the lease" came up in the Senate, a substitute was offered by Senator Grant, which substitute was called a "compromise." This compromise allows the rental price of the secret deal to remain the same, but changes the time of the lease from 99 years to 30 years. Senator George Butler, of Sampson, insisted that the rental price of the road should be increased, and he offered three amendments to the substitute of Senator Grant. One of these amendments was to put the rental price ten per cent; one nine per cent, and another was to make it eight per cent. The eight per cent amendment was the centre of the fight because this would increase the rental price by ONE PER CENT, and an increase of any kind was what the railroad corporation was fighting.

The vote on Mr. Butler's amendment providing that the rental shall be not less than ten per cent was as follows:
Ayes—Messrs. Abell, Alexander, Atwater, Butler, Cannon, Clark, Geddie, Henderson, Harrison, Lyon, Maulsby, Maxwell, Mitchell, Moyer, Merritt, McCasky, Newsome, Parker, of Randolph, Patterson, Robeson, Sharpe, of Iredell, Shaw, Utley, and Walker—24.

Noes—Anderson, Anthony, Ashburn, Barringer, Barker, Dickson, Eamhart, Early, Grant, Hyatt, Justice, McNeill, Odum, Person, Ray, Ramsay, Rollins, Scates, Shore, Wakefield, Whedbee and Yeager—26.

We want to call especial attention to the fact that Democrats and Republicans practically voted together against the ten per cent amendment. Senator Abell, Dem., voted against the amendment at first, and then when he found his vote was not necessary to defeat it, changed his vote in favor of it. The men who have been called Populists, who voted against the amendment for ten per cent were Barker, Eamhart, Early, Odum, and Wakefield.

Senator Eamhart's position in this matter was extremely delicate and perplexing. The Southern Railroad has recently built extensive shops in his county (Rowan), and the people of that county demanded that Mr. Eamhart vote with the Southern Railroad, because they allowed themselves to be fooled by such talk as a dismantling of the shops or a removal of them, or some other railroad corporation threat. The other men are those who bolted the people to elect a gold bug to the Senate, and they bolted the people to help the Southern Railroad get the North Carolina road for \$120,000 less than it is offered for it.

On the Butler amendment that the rental shall not exceed 9 per cent, the vote was as follows:
Ayes—Messrs. Alexander, Atwater, Butler, Cannon, Clark, Geddie, Henderson, Harrison, Lyon, Maulsby, Maxwell, Mitchell, Moyer, Merritt, McCasky, Newsome, Parker, of Randolph, Patterson, Robeson, Sharpe, of Iredell, Shaw, Utley, and Walker—23.

Noes—Messrs. Abell, Anderson, Anthony, Ashburn, Barringer, Barker, Dickson, Eamhart, Early, Grant, Hyatt, Justice, McNeill, Odum, Person, Ray, Ramsay, Rollins, Scates, Shore, Wakefield, Whedbee and Yeager—27.

Then when the fight came to increase the rental price just ONE PER CENT, the railroad corporation won by just ONE VOTE.

On Mr. Butler's amendment providing that the rental shall not be less than 8 per cent, the vote stood 25 to 25 as follows:

Ayes—Messrs. Alexander, Atwater, Butler, Cannon, Clark, Geddie, Henderson, Harrison, Lyon, Maulsby, Maxwell, Mitchell, Moyer, Merritt, McCasky, Newsome, Parker, of Randolph, Patterson, Robeson, Sharpe, of Iredell, Shaw, Utley, and Walker—25.

Noes—Messrs. Abell, Anderson,

Anthony, Ashburn, Barringer, Barker, Dickson, Eamhart, Grant, Hyatt, Justice, McNeill, Odum, Person, Ray, Ramsay, Rollins, Scates, Shore, Wakefield, Whedbee and Yeager—26.

The Lieutenant-Governor voted no, and the amendment was thus defeated by one vote.
The Republicans who voted for the 8 per cent, amendment were Henderson, Maulsby, Sharpe, of Wilson, Sharpe, of Iredell. All the Democrats voted against it; and Barker, Odum and Wakefield, three bolting Populists voted against it.

And so again the railroad corporation won its fight by just ONE VOTE. If there had been no bolting Populists, the railroad could not have defeated the people. After this vote, the substitute offered by Senator Grant, making the term of the lease thirty years, without any increase in price, passed the Senate by a vote of 26 to 24.

The State Senate seems to be a little rusty on the English language. If they would make an appropriation for the purchase of some dictionaries, and study the word "compromise", their coming to Raleigh might not be altogether in vain.

WHAT PEOPLE CARE ABOUT.

Democratic political tricksters exerted every effort of which they were capable two years ago, to make political capital out of a resolution offered in one branch of the legislature concerning Fred Douglass. They also tried to make political capital out of the fraudulent assignment act, A. C. & S. Great Scott! But didn't they howl and rave and foam at the mouth?

But these efforts failed. The people knew that resolutions on dead "iggers" could not hurt them, and they refused to hold the co-operation legislature of '95 responsible for that fraud of an assignment act, because they knew the legislature did not intend to pass it. Taken all in all, the record of the legislature of 1895 is at least as good, and in the majority of cases much better than the record of the General Assembly for the past twenty years. That body did some work—good work. It was so busy in trying to do something for the public good, that it let the time pass until it was too late to go into the spoils business. That kind of a record will always get the approval of the people.

As to the legislature of 1897—the one now in session—we have to say as a fact that it has won the contempt of the people generally of all parties; and we have to say as an opinion that we do not believe that it can overcome that contempt in two years time, and hence it cannot get the approval of the people. When we speak of the legislature, we refer of course to the element which controls by virtue of numbers. In this case it is the combination of Reps and bolting Pops.

This combine has reversed the policy of the last legislature. About the first thing they did when they reached here was to organize a "pie" campaign, and they have been so busy in prosecuting this campaign that the time has passed until there is no time to properly attend to the business for which they were sent here. This is the kind of a record that the people will condemn. The combine may think they can make it all right with the people, but we will bet money that they can NEVER DO ANY SUCH THING.

We would like very much to have a few "compromise" contracts with the present State Senate. You just say what you want and get it—like the Southern Railroad.

Send for a bundle of sample copies of THE CAUCASIAN and they will be glad to send you a bundle of subscribers in your community.

FAIR WARNING.

There is not a scintilla of wisdom in the supposition that some makeshift compromise—some plan for temporarily getting rid of the question—can settle this lease matter. There are two facts that may as well be looked at and recognized as permanently vital, and which will make this lease a disturbing factor until the right thing is done about it. One fact is that the lease was secretly made. Another is that a larger rental price has been offered than is now being paid, or will be paid under the terms of the lease.

These facts have lodgment in the public mind. And something fair and equitable must be done to remove certain existing impressions that there is fraud and unfairness in the present arrangement. Until this is done, this question will be in politics and also in nearly everything else. If the Republicans would not make it an issue, the Democrats probably would. If the Democrats would not, then the Populists might keep it to the front; and if the Populists should drop it, then somebody would launch a new party that would agitate the matter, and in our opinion such a party would have an even chance of carrying the State.

There is meat and "stuff" in this lease matter for political capital, and politicians will be dead certain not to let it slip. Besides this, the terms of the lease as to the rental

price are not fair. The State ought to get every cent of five hundred thousand dollars a year for this property; and it is certain that just so long as a bid of \$400,000 a year is not recognized, there is going to be a row about this lease business.

Now, if the Southern Railroad wants quiet about this matter let it do the fair thing. Let it pay as much for the road as anybody else has offered. If it will not, then it is going to see some lively times in the next two campaigns. The present legislature cannot do anything that a subsequent legislature can't undo. Might as well look at the matter right.

Let every subscriber to THE CAUCASIAN try to send us a new subscriber within the next ten days. Every one can do this. This will be the most effective way to strengthen the hand of the Populist caucus and back up the position taken by the caucus.

Wonder if the next Webster who makes a dictionary will cite the North Carolina State Senators as authority on the word "compromise."

THE LOUD POSTAL BILL.

The Loud Postal Bill which passed the House over a month ago has just been reported to the Senate by the committee on Post Offices and Post Roads. The majority favored the bill. Senator Butler has filed a minority report, offering a substitute for the old bill. His substitute is to strike out all of the Loud Bill after the enacting clause and insert a provision requiring the Government to own its own postal cars, and to pay railroads for hauling these cars no more than the express companies now pay to railroads for like service. He shows by facts and figures that furnish ample and convincing proof that if this were done, that the people could retain all the privileges that they now enjoy from second-class mail matter, and at the same time turn the deficit of the post office department into a surplus. He shows that the Government is now paying not only too high a price per ton to the railroads for carrying the mails, but that the Government pays for a great deal more mail matter than is hauled. He also shows that in addition to this the Government pays the railroads rent for the cars in addition to the high price they pay for weight hauled, and that the rent paid for cars in one year is sufficient to buy the cars outright. He proves beyond question that the Government could save over \$12,000,000 every year by adopting his substitute. He also shows up the dangerous nature of the Loud Postal bill, and the infamous effects that would follow if it were passed. His report has been published as a Senate document, and those who are interested in the matter can write him at Washington and get a copy. In another column will be found the remarks made by Senator Butler, protesting against the Loud Bill, when the majority report of the committee was made. It is interesting reading.

Some of these bolting Pops voted for Pritchard on the ground that they were pledged to him. Wonder if they pledged themselves to the RAILROAD LEASE? Some of them voted for it, despite the fact that the Peoples Party platform specifically declares against it.

We are glad to note that Governor Pingree, of Michigan, is making a bold and heroic fight to have a bill passed through the legislature of his State, which is now in session, reducing the freight and passenger rates. He is making a fight for the reduction of first-class fare to 2 cents. He is right. Two cents is high enough. Therefore the greater shame and pity that the legislature of North Carolina in both Houses refused to pass a bill making only the moderate reduction of two and one-half cents. If Governor Russell had thrown the weight of his Administration behind this measure, as Governor Pingree is now doing in Michigan, it might have passed. It is true that the Governor had his hands pretty full with his fight against the lease. We trust, however, that he will throw all the weight of his influence behind the anti-free pass bill which should and can be passed through the present General Assembly with his help.

The bill above referred to, which was voted down, also contained a provision providing for the election of Railway Commissioners in the future by the people. Experience has proven that this is a necessary and important change. A separate bill providing for this change should be introduced and passed if possible before this General Assembly adjourns.

SILVER REPUBLICANS.

In another column will be found an address issued to the silver Republicans of the United States, signed by Senator Teller, Congressman Towne and others. It will be seen that the silver Republicans have perfected a temporary national organization known as the Silver Republican party, their purpose being to organize all the Republicans who agree with them, and to stand ready to co-operate with all other parties and organizations in the future that oppose present conditions and that oppose the two old parties, the authors of these conditions. While, of course, we would have been glad to

see these silver Republicans affiliate with the Peoples Party, yet we are compelled to admit that their course is wise and practicable. This is clearly so for the reason that silver Republicans can be enlisted in this organization by Senator Teller and his friends that could possibly be taken into the Peoples Party at the present time. In short, the course that they have pursued makes it surer that the rule of monopoly and the single gold standard will meet as earlier and than any other course that they could have adopted. Of course, sooner or later these men will be standing side by side with the Peoples Party, under which banner we hope are long to see all the patriots of the country enlisted.

PERSONAL PRIVILEGE.
We rise to a question of "personal privilege." The article which appeared in last week's CAUCASIAN concerning the managing editor, got there with a knowledge. It was written by the editor of the Raleigh Press-Visitor who has always been a too partial personal friend to us and published in that paper. Then some others whose friendship exceeded, in our opinion, their judgment in this instance, put it into the columns of THE CAUCASIAN. The mention of this matter may be unimportant, but the appearance of the article in the columns of this paper has caused comment which has given us poignant pain; not that we cared anything about the comments except in so far as they might lead us to believe that we could voluntarily be a party to "blowing our own horn." Of all the things we most despise, this is the most despicable, and while friends intended us a kindness, the position they put us in, apparently, has caused us unexpressed chagrin.

REPUBLICAN INGRATITUDE TOWARD WATSON.

The Hickory Mercury, one of the best and brightest Populist papers in the State, sizes up the strange case of Tom Watson in the following short and pointed edit is:—
"Tom Watson has been turned down. After mulling over the Republican bosses in Washington for several weeks, several members of Pritchard and looking to the Republican favor by cursing Senator Butler, the erratic Georgia Populist, or has lost his contested election case against Congressman Black. The Republican committee on elections have shown their ingratitude to Watson by deciding by a unanimous vote that he had no case, and his contest fails to the ground."

Yes, it is hard ingratitude, after all that Watson has done to elect Pritchard over a straight Populist, for the Republican committee not to seat Watson.
THANKS! LET US THANK YOU AGAIN.
From every quarter of the State letters are pouring into THE CAUCASIAN, endorsing the stand that it has taken and the action of the Populist caucus. Now let every one of these many friends at once get up a club of subscribers for THE CAUCASIAN. Everyone can get at least one more subscriber if no more. This will be the most effective way to advance the interests of the party and increase and widen the influence of the paper in fighting for our principles. We thank you for the letters of endorsement. Now let a club of subscribers follow each one of these letters, which will be the most substantial and invigorating endorsement that can be given us.

READ POPULIST PAPERS.
The Peoples Party by promptly and boldly expelling the traitors has taken a higher stand than that ever before taken by any political party. This creates the opportunity for the rapid growth of the Peoples Party. The way to make the party grow is for those who have not been reading our papers to begin to read them. Get your neighbors to subscribe for the CAUCASIAN or some other good Populist paper. In no other way can you do so much for the cause.

BOIL IT DOWN.
THE CAUCASIAN has opened its doors to correspondents, and finds so many good friends in want of space, that we must insist that articles must be boiled down. Two hundred words are sufficient to express an idea, and in no case should any person ask for more than a column or 900 words. Boil it down. If long articles are sent in, we must either reject them, or spend more time than can well be spared in cutting them down.

A SOUTHERN TRAIN KILLS NINE.

Dreadful Accident Near Chattanooga—Of Ten People in a Wagon, Only One Escaped.

CHATTANOOGA, Tenn., Feb. 24.—About 4 o'clock this afternoon, on the Southern Railway, four miles from this city, incoming passenger train No. 7, traveling at a high speed, struck a covered wagon which was trying to clear the tracks ahead of the train at Avondale crossing. The wagon was squarely in the center and with its ten occupants was hurled high into the air. The occupants were Mrs. W. J. Woodward, her eight children and one grand-child, all of whom, with one exception, were killed. No other association some distance presented a gruesome scene. The bodies were gathered up after much searching, and taken to the morgue, where the nine members of the same family made a gruesome spectacle. The infant, which was undoubtedly shocked to death, lay there like a wax figure in its mother's arms. Every window in the passenger coaches was broken and the engineer's pilot demolished. The engineer is absolved from blame for the accident. The father and one child remain of a family of twelve.

Merit

Made and Merit Maintains the confidence of the people in Hood's Sarsaparilla. If a medicine cures you when sick; if it makes wonderful cures every where, then beyond all question that medicine possesses merit.

Made

That is just the truth about Hood's Sarsaparilla. We know it possesses merit because it cures, not once or twice or a hundred times, but in thousands and thousands of cases. We know it cures, absolutely, permanently, when all others fail to do any good whatever. We repeat all this to you again and again.

Hood's Sarsaparilla

Is the best—in fact the One True Blood Purifier.

It cures malaria, indigestion, biliousness, etc.

An Infamous Measure.

[Continued From First Page.]
each year would pay for the cars in a year or two. Why not own our cars and pay the railroads a fair price to haul them? These are the reforms needed. They will stop the deficit and not rob the people of any of the blessings they now enjoy from the postal system. These changes would result in such economy that the Post-Office department would have a surplus instead of a deficit.

But, Mr. President, if the people must be robbed of one of the greatest benefits of the postal system to stop a small deficit of \$5,000,000, then I say, let the deficit stand. There is no way that the money could be expended to such advantage as the general public.

Think of it—\$32,000,000 paid to the railroads each year for what mail they carry, while the whole mail star-route system of the country costs only a little over \$5,000,000 a year.

Mr. President, enough can be saved on what is paid the railroads in two years to buy every telegraph line in the country and establish a postal telegraph in connection with the post-office system.

If you want reform, if you want economy, if you want to make both ends meet and at the same time benefit the public, that is the way to do it. The facts are too plain and positive to be denied or even questioned. A postal telegraph would mean that all the avenues and agencies of information would be open and free to all.

Mr. President, that bill—and I address my remarks now to the Republican side of the Senate—will present its many enterprises, like the Republican say a reform tariff bill. The bill will close down legitimate enterprises that are today in operation. It will throw people out of employment. It will put the book business in the hands of a smaller number than those who now run it. How can any man who says he opposes the reduction of the tariff because it throws labor out of employment favor this bill unless he can show better reasons for its passage than are in it?

Mr. President it goes further than that. This bill will bear hard upon the country weekly newspapers. The bill robs the editor of the country newspaper of his only chance to-day of advertising his paper and increasing his circulation. It robs the man who wants to start a paper and compete with papers that are already established and have plenty of money behind them. This bill robs them of the sample-copy privilege, which today is the main resource that the country editor has to advertise his paper and extend his circulation. I dare say that if the bill passes, your newspaper, the Silver Knight, (turning to Senator Stewart), will be crippled.

Mr. President, how can any man who says he opposes the reduction of the tariff because it throws labor out of employment favor this bill unless he can show better reasons for its passage than are in it?

Mr. President, the bill will create a newspaper trust, as well as rob the people of half the benefits to-day that they get from the postal system.

Mr. CHANDLER. The Senator says the bill is an infamous bill. The first proposition of the bill is for 1-cent letter postage. I will not undertake to talk against an uncorrupted Populist tonight. I ask the Senator from Nevada whether, if I will withdraw the call for the reading of the report, he will withdraw his appeal, and allow the report, which is very short, to go into the Record?

MR. STEWART. I am now willing that it shall be printed in the Record.

THE PRESIDING OFFICER. Does the Senator from North Carolina object to the request made by the Senator from Nevada?

MR. BUTLER. The RECORD will show that I did not say what the Senator from Nevada says that I said.

MR. CHANDLER. I renew my request.

MR. BUTLER. I make no objection.

THE PRESIDING OFFICER. The Chair hears no objection, and it is so ordered.

THE PEOPLES PAPER

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